Railway Administrations and will be placed on the Table of the Sabha.

Ticketless travelling

121. DR. MOHD. HASHIM KIDWAI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of ticketless passengers on different railway zones apprehended during 1983 and 1984 and how many of them were sent to jail; and

(b) the number of cases of chain pulling during the same period?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) and (b) A statement is attached.

Statement

(Figures in lakhs)

Railways	Ticketless Travellers			
	No. of persons apprehended without ticket or with Improper tickets.		No. of persons sent to Jail	
	1983	1984	1983	1984
Central	5.41	6.69	0.24	0.17
Eastern	6.39	6.85	0.45	0.38
Northern	5.08	4.91	0.10	0.14
North-Eastern	1.80	2.54	0.17	0.15
North-East Frontier	0.83	1.05	..	..
Southern	2.85	2.81	0.05	0.05
South Central	2.83	3.56	0.06	0.07
South-Eastern	5.49	6.01	0.02	0.01
Western	6.98	7.42	0.29	0.24
TOTAL:	37.66	41.84	1.47	1.21

Alarm Chain Pulling	
1983	1984
24,527	23,795
8,899	7,177
25,687	32,356
77,921	61,885
2,252	1,383
5,112	4,323
20,158	18,383
33,765	41,818
13,941	17,925
2,11,362	2,09,045

Trained Navigators

122. SHRI YALLA SESI BHUSHANA RAO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether navigators trained by the Shipping Corporation of India are required to sign a bond to serve the Shipping Corporation for five years;

(b) the number of cadets trained as navigators during the last three years and the number of cadets absorbed;

(c) whether it is a fact that the remaining trained cadets by virtue of having signed a bond are prohibited from taking any job elsewhere; and

(d) whether any adequate subsistence allowance is given to candidates and the amount of such allowance?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Yes, Sir.

(b) The number of cadets who were released for the Second Mate (Foreign Going) Certificta Examination, after completion of training in Shipping Corporation of India during the last three years is 565. The number of cadets absorbed during this period is 301.

(c) No, Sir. As per the Articles of Agreement which the cadets are required to sign with the SCI, if the company is not in a position to provide them with employment within a period of two weeks from the date of his reporting to the company with the Second Mate (Foreign Going) Certificate, he is free to take employment elsewhere and the agreement will be deemed to have terminated.

(d) No, Sir.

Introduction of a superfast train between Guwahati and New Delhi

123. SHRI JERLIE E. TARIANG: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to introduce superfast train between Guwahati and New Delhi; and

(b) if so, by when, if not, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) and (b) No, Sir. The proposal has not been found feasible due to lack of coaches and diesel engines and line capacity constraints on the sections enroute.

Construction Office of Railway in States

124. SHRI JAGADISH JANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to open the construction office of the Railways in some States during 1985-86;

(b) whether the proposal submitted by Government of Orissa to open one such construction office is going to be implemented along with the proposals sent by other State Governments; and

(c) if so, the steps taken to set up the construction office of Railways in Orissa?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) Construction offices manned by officers of the appropriate levels have already been set up in the field to handle the various on-going projects. In any case, opening of construction offices at different levels is a continuous process.

(b) and (c) Ministry of Railways received a suggestion from the Government of Orissa for posting of senior officers of the level of Chief Engineer, General Manager or Addl. General Manager in Orissa State. Officers of appropriate rank have already been headqartered at different location from the point of view of execution, planning and coordination of different projects under their charge. As shifting of Headquarters of existing senior officers also involves shifting of large number of staff, which creates its own problems it would not be desirable to do so. However, opening of offices of senior officers in Orissa, will be considered if and when the need arises. Offices of Dy. Chief Engineer (Construction) are already located in Orissa.